

Claims

I claim:

1. A configuration for a curved path of a railroad track turnout comprising a combination of horizontal curvature and superelevation wherein at each point along the path and for a fixed positive vehicle speed a component of centripetal acceleration in a plane of the track due to a combination of the horizontal curvature and the vehicle speed is approximately balanced by a component of gravity in the plane of the track.
2. A railroad track turnout configuration including two railroad track turnouts, each having the railroad track turnout configuration according to claim 1, wherein the two track turnouts are connected to form a crossover between two adjacent railroad tracks.
3. A railroad track turnout configuration according to claim 2 wherein a crossing route that passes through the two turnouts has an overall geometrical shape at least approximating a Jog.
4. A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a K_spiral.
5. A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Bend.
6. A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Jog.

7. A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Wiggle.
8. A railroad track turnout configuration according to claim 1 wherein a switching
5 function is achieved together with a requisite superelevation by a transfer_table arrangement.
9. A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a stub_switch arrangement.
- 10 10. A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a wide_point arrangement.
11. A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a compromise_point arrangement.